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Invaluable for Stomach and
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Hongkong Daily Press.

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No. 14,511 號壹十伍千肆萬壹第 日捌廿月捌年十叁緒光 HONGKONG, FRIDAY, OCTOBER 7TH, 1904. 伍拜禮 號柒月十年肆零百九什壹英港香 PRICE, \$3 PER MONTH.

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IT AT ONCE RELIEVES THE SKIN
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ESTABLISHED A.D. 1841. [a1381]

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Blend
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Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a46]

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Have been appointed

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BLEND
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COACHING DAYS

Price Per 1 Doz. Bot. \$14.00
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" 1 " 5.00
" 2 Gallon Jar 14.00 [a2183]

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RONALD BLENIE'S WHISKIES.
Green Seal... \$12 per doz.
Perfection... \$14 per doz.
Finest Liqueur... \$16 per doz.
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SHIRT & BREECHES MAKERS.**
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Fashions Suits,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

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PORTLAND CEMENT.

Casks of 37½ lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a1451]

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No. 8 & 10, ICE HOUSE ROAD.

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in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
For terms apply—
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Manager.
Hongkong, 7th October, 1904. [1621]

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SHIP-DESIGNING AND CONSTRUCTION.

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[a1153]

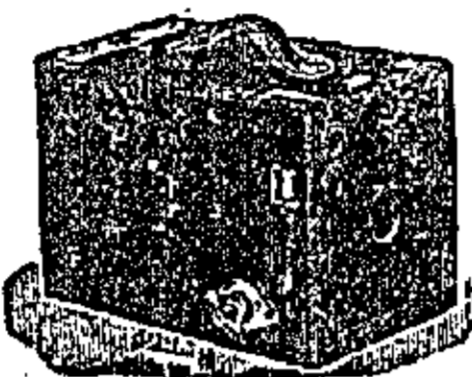
Hongkong, 24th August, 1904.

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Hongkong, 15th August, 1904.

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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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Hongkong, 6th October, 1904. [a35]

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WAR.**
WITH MAPS AND ILLUSTRATIONS,
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Price.....60 cts. each.

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Various Sizes.**

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EGYPTIAN CIGARETTES** [a33]

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MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.

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Hongkong, 15th August, 1904. [a1708]

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Do you get out of bed in the morning feeling "all played out," dull headache, no appetite,
no energy?

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A simple tonic that will make all the difference in the world in the way you feel. It will
stimulate your liver, tone up your system, give you an appetite. You need only take it a short
time before you will get up in the morning with a clear head, a pure sweet breath, and feeling
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CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING.

[a37]

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COLLARD & COLLARD,
CHALLIN & SONS,
ALLISON & CO.,
DORNER & SONS and STEINWAY & SONS.**

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—

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Hongkong, 23rd September, 1904. [a34]

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

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REPAIR WORK to Steamers and
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J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [150]

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**CHAMPAGNE GROWERS AND
SHIPPERS.**

Ship only the Finest Quality
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LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [21]

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
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Private Bar and Two Billiard Rooms for
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
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Matron in attendance.
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Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
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Hot and Cold Water throughout.
Wines and Groceries specially imported by
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machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! No EXTRAS!

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PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1802]

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Excellent Cuisine and Wines.
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Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the—
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Hongkong, 31st October, 1902. [a49]

MACAO

AND

CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,
Proprietor.

[a2106]

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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant resort for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Hewangshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER. [a224]

INTIMATION

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ESTABLISHED A.D. 1841.

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DISPENSARY.SEASONABLE SPECIALITIES
HIGHLY RECOMMENDED.WATSON'S
BALSAM OF ANISEED
WILD CHERRY COUGH
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ALEXANDRA BUILDINGS.

ensuing on the Russo-Japanese War, many branches of trade have been adversely affected, that money is tight, and that merchants are shy of indulging in any dubious-looking speculation, preferring safety to precarious profits. At the same time there would be a fair trade passing if more confidence were felt in the stability of the Chinese Government and the maintenance of a good rate of exchange. But there is still a good deal of unrest in the interior; the ghost of the Boxer outbreak has never yet been satisfactorily laid; and the conditions of many of the railway and most of the mining concessions have yet to be satisfactorily settled. The Chinese officials have not realised that until the disaffected have been pacified or repressed, and the banditti that keep many districts in a condition of terror and uncertainty have been hunted down and suppressed, the country cannot prosper and its trade cannot revive. The Chinese merchants have not much to learn. They are sufficiently wide-awake to their own interests to take hints from foreign merchants and their methods, and they are quite capable of holding their own with all and sundry. By all means, however, let the Chinese Government appoint delegates to study the conditions of trade; they are sure to acquire much useful knowledge; but let them not suppose that such a course will neutralise the evils which a debased currency or want of currency has brought upon the country.

The remedy for the drain upon China's resources which has followed the depreciation of silver is clear and obvious to the meanest intelligence, and none but those who are her enemies at the gate would attempt to delude her rulers on the subject. The losses she has suffered by having to pay her indemnities and repay her loans in gold are patent to all. There is but one method by which she can obtain relief from the present situation, and this has been distinctly pointed out to the Waiwup by Professor Jenks. It is by the establishment of a national currency on a gold standard. The coinage would be silver, but the standard would be gold. Japan has already established her currency on this basis and with entirely satisfactory results. The prophecies of the pessimists have been completely falsified in her case. Her trade has increased instead of diminished. There have been no financial troubles, no falling off in exports, no difficulty with regard to imports. It is argued, of course, by the advocates of silver in China that the conditions are different, and that what was good for the land of the Rising Sun would not be healthy for the Celestial Empire. The latter must remain a dumping ground for silver, or how can they continue to make enormous profits by exchange? Moreover, China has no gold, and without gold how can a country have a gold standard? Japan had no gold, but she has managed to maintain her credit and her trade. Oh, but Japan is different, we are told. She has credit and she has resources. This is all mere begging of the question, we take leave to say. It is true China has no gold, but she would require little for the purpose, and she certainly has resources, even greater resources than Japan could ever lay claim to, and if the currency were only organised and established under the able direction of Sir ROBERT HART there would be no question about its stability. Difficulties there are undoubtedly, but they are none of them insuperable, nor would they take long to surmount. No great change in a national system was ever effected without trouble and some amount of opposition; but in this instance it is so palpably to the interest of the Chinese people as well as that of the Government that the opposition would be slight, and the difficulties would quickly melt when the project was ready for launching. We entertain sanguine hopes that, if the Chinese Government receives the support and sympathy to which it is entitled from the Treaty Powers, this great and beneficial change will be easily and satisfactorily accomplished.

The step taken by His Excellency the Governor in cancelling the licences of the launches *Kong So* and *Lee Ching* as a punishment for repeatedly carrying an excess of passengers is not only a substantial act of justice but also a measure of much-needed protection to passengers. These launches traded, the first on the West River, and the second between Hongkong and the New Territory, and they had been several times convicted of carrying a larger number of passengers than allowed by licence and fined for the offence. But, like most of the Chinese engaged in the carrying trade, they were quite indifferent to fines, which they promptly proceeded to recoup

by repeating the offence. The practice is one that must, as far as possible, be suppressed. It works unfairly against legitimate trade, and, what is of still greater importance, it endangers the safety of passengers. In dealing with Chinese it has to be remembered that they are absolutely insensible to any idea of risk or wrong-doing in the matter. A Chinese ship or launch owner will take in passengers just so long as the vessel will float on the water. That is the only limit to their greed, and it is of the utmost importance, therefore, that the law should step in and prescribe the number of passengers per ton that can with safety be carried. If the provisions of the ordinance are broken, it is the bounden duty of the law not only to punish the offender but also to see that he does not repeat the offence. A mere fine has, we have seen, proved no deterrent, and it is necessary therefore to take some action that will not only vindicate the majesty of the law but will serve to warn other shipowners that the regulations imposed by the Government must be respected and complied with. The Harbour Master recognised this fact, and recommended the course adopted by the Governor. It is eminently satisfactory to find that the new Administration is resolved to compel that respect for the law without which its provisions become a dead letter and the Chinese are encouraged to presume upon leniency. The course taken is the one best calculated to ensure obedience in the future. The Chinese have no respect for those who allow the law to be violated with impunity, and better appreciate a firmness that insists upon obedience.

H.M.S. *Sivius* left port yesterday morning.

At the R.A.O.B. Club to-night the opening dance of the season will be held.

A St. Petersburg report states that Commander Rudakoff, who commanded the *Varyag* at Chemulpo, has suddenly become insane and has been confined in an asylum.

Major-General Sir William J. Gascoigne, K.C.M.G., recently in command of the military at Hongkong, has retired on retired pay.

Replying to a telegram from the Colonial Secretary, the British Consul-General at Shanghai has telegraphed that the quarantine restrictions were withdrawn on the 17th September.

Last month a Home paper announced: "On October 1st a German newspaper will be published at Tientsin in order to push Germany's interests in Northern China. It will be called *Das Tageblatt für Nordchina*."

The Deutsche Asiatische Bank at Shanghai has offered for subscription 420,000 Shanghai taels in shares at Berlin, Hamburg, Frankfurt-on-Maine, and other places in Germany. The quotation of those shares on the Berlin Exchange has already been executed, and quotations will also be applied for at Hamburg and Frankfurt.

Messrs. Robert Barbour and Brother's monthly market report states:—During the month considerable further engagements have been entered into by manufacturers, many of whom are now very well sold, and prospects and conditions generally of the cotton industry have continued to brighten. China buying has again taken the lead, and a surprisingly important business has supplemented the large transactions for that market which had already previously filled up a number of favourite makes several months into next year.

This emanated from the Foreign Office. "A statement was made by a member of the deputation from the London Chamber of Commerce which waited upon the Prime Minister on 25th ult. that the Russian Government had paid compensation in respect of the sinking of the German vessel *Thetis*. H.M. Ambassador at St. Petersburg has informed H.M. Government that this statement is incorrect. The owner has taken steps to appeal from the decision of the Prize Court at Vladivostok to the Supreme Admiralty Council at St. Petersburg."At the North Bandfontain mine on 30th August the Chinese labourers endeavoured to strike. They objected to the deduction from their wages of the £3 advanced to them in China, and demanded that it should be considered as a present. Immediate repressive measures were taken, and 50 ringleaders were arrested for disobedience to orders. The coolies at the other mines are contented. The steamer *Courtesy*, with 2,152 Chinese coolies on board, has arrived at Durban. There were a few cases of dysentery on the voyage, but no deaths.The St. Petersburg *Viedomosti* states that Vladivostok has again been constituted a free port, an event which had long been desired. M. Protassieff, a Government financial expert, who has been sent on a mission to Vladivostok by the Viceroy, has just arrived in that town in order to decide the question whether it would be advisable to maintain Vladivostok and the Amur district as free port territory after the war, or whether the decision arrived at, should be considered as having been taken only as applying to the period for which the war lasted. There exists much difference of opinion among the inhabitants of Vladivostok regarding the necessity of making the place a free port, or of re-establishing the customs system, and there are many favouring the latter course.

An additional storey is being added to the Central Police Station main building. At present the yard looks like a miniature brick-works.

To-morrow (Saturday) afternoon, on the Happy Valley Ground, the Hongkong Football Club will play their first practice game (Association); kick off at 4-45.

Mr. F. Hazeland, the senior Police Magistrate of the Colony, is returning from his holiday by the P. & O. steamer *Ceylon*, which left London on the 17th ult.In the list of vessels on the "Overdue Market" we notice that a rate of 80 guineas was being paid in London a month ago on the *Baron Gordon*, wrecked on the Bonny Shoal, and 70 guineas on the *Loyal*, ashore at Yokohama.

The Austro-Hungarian Consul at Manila reports that exporters will find a ready and good market there for cotton and linen goods, black woollen hosiery, white underwear, dress goods (half woollens for trousers), towels, leather, glassware (tumblers, liqueur glasses, vases, &c.), smokers' articles, and bone buttons.

Sixty-five convicts belonging to the penitentiary of Palo-Condor, off the coast of French Cochinchina, have made a desperate bid for liberty, says the *Petit Journal*. They were being conveyed to Cochin in a sloop, when they suddenly rose in revolt and felled the steersman by a blow on the neck. The warders were thrown overboard, and when last seen the sloop was headed north-east.Mr. P. W. Sergeant, who after filling the editorial chair of the *Hongkong Daily Press* for four years returned home in June last, has been playing in the Chess tournament for the amateur championship at Hastings. Mr. Sergeant started well and was second favourite in his section, but lack of match practice told in the end and he finished fourth. Mr. Sergeant's many friends in Hongkong will be interested to hear that he is writing a book on the life of a Russian Empress, to be published in 1905.

Mr. Holland, the inventor of the Holland submarine, claims that he has invented a practical flying machine with four wings, which he will be able to sell for ten dollars. The machine will be capable of moving from forty to fifty miles an hour. Mr. Holland says: "When I invented the submarine I was laughed at even by scientists and by mechanical engineers, but they do not laugh now. I believe that I have solved the problem of flying, and I predict that my machine will be in general use in five years' time."

It is intended to hold courts-martial in German South-West Africa for the trial of natives who have been implicated in the massacre of Gona colonists or who have rendered assistance to the insurgents. The first of these trials resulted in the condemnation of a Herero named Heinrich, alias Ekbert, who had been concerned in the murder of a German farmer, and who had also acted as a spy in the interest of the rebels. Heinrich, who is described as "a schoolmaster and Evangelist," was sentenced to death, and, according to intelligence just received, was hanged at Swakopmund on August 2. This case will produce a painful impression in German missionary circles, which have lately been in bad odour with the Government owing to the criticisms they had passed upon the conduct of some of the whites.

DEATH OF COMMANDER LAMBERT.

We regret to record the death at Plymouth of Commander R. Methven Lambert, R.N., at the early age of 36. Commander Lambert served on the China Station during 1893-96 and had many friends in Hongkong and the Straits, where he was known as a cricketer and an enthusiastic amateur actor. He served under Admiral Sir E. B. Fremantle in the Viti expedition of 1896 and received the East African medal and the Viti clasp. During the recent manoeuvres he commanded the destroyer *Ribble*, but returned to Plymouth early in August on account of ill health, and was admitted to the Royal Naval Hospital; his death was due to the rupture of an abdominal aneurism. The funeral took place at Plymouth on Saturday, September 3rd.

The principal mourners were Mr. R. C. Lambert, J.P., of Eastbourne (father); Mrs. and Miss Lambert (mother and sister); Capt. and Staff Officer J. H. Lambert, Portsmouth Division R.M.L.I. (brother); Lieut. C. H. M. Massey, Coldstream Guards (cousin); Mr. F. Mallard Clark (father-in-law); Dr. Francis Clark (Hongkong) (brother-in-law); Dr. Lindsey, and Mr. W. H. T. Dawe. Also present were Major and Staff Officer A. H. Brazzton, R.M.L.I.; Major J. Hoskins-Abram, R.M.L.I.; Lieut. G. L. Massey, R.N. (Defiance); and Surgeon R. S. Bond (R.M.L.I. Barracks). Rev. J. M. Hodge officiated. The coffin was of polished panelled oak, with solid brass fittings, and on the breastplate was the inscription: "Commander R. Methven Lambert, R.N.; died 31st August, 1904; aged 36 years." The Union Jack covered the coffin, and on this were laid the hat, belt, and sword of the deceased officer, with wreaths from immediate relatives.

There were many other beautiful floral tributes, among those who sent these, in addition to members of the family, being: Admiral and Mrs. O. Churchill, Maj.-Gen. R. A. Carew Hunt, and Miss M. Carew Hunt, Maj. and Staff Officer A. H. Brazzton, Fleet-Surgeon W. James, R.N., and Mrs. James, Lieut. and Mrs. Howard Rowley, Lieut. and Mrs. Douglas Dowar, Rev. Randolph and Mrs. Merriott, Mr. and Mrs. S. G. Bullock, Miss J. Smith and Miss Florence H. Porter (R.N. Hospital), Mr. and Mrs. A. Castellain and Misses Castellain, Mr. and Mrs. W. H. T. Dawe and Mrs. E. R. Frampton.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

PORTUGUESE LOSSES IN AFRICA.

LONDON, 6th October.
While fighting Cuahuanas in Africa, the Portuguese lost 254 killed and had 50 wounded.

MR. CHAMBERLAIN.

LONDON, 6th October.
Speaking at Luton, the straw-plaiting borough in Bedfordshire, Mr. Chamberlain expressed himself as practically in agreement with Mr. Balfour.

[REUTER'S SERVICE.]

AN EXTRAORDINARY CON-
TRADICTION.LONDON, 4th October.
The Tibetan expedition has safely crossed the Karola Pass, on its return journey, after enduring severe hardships from cold and privation.

It now transpires that the Tibetan treaty was not signed by the Chinese Ambassador, who lacked the necessary authority from Peking.

MR. BALFOUR IN EDINBURGH.

LONDON, 4th October.
Mr. Balfour, speaking at a large Conservative banquet in Edinburgh, paid a tribute to the late Sir William Harcourt. He repudiated the idea that there was any bargaining between the Nationalists and the Conservatives. He personally was no protectionist, and he thought that under existing circumstances protection was not the best policy. He could not with advantage remain Leader of the Party if protection was adopted. Whether Mr. Chamberlain's estimate of the Colonial offer was right or wrong, Mr. Balfour agreed that he had reached a point at which there was only one way out of an impasse, and that was to have a free conference with India and the Colonies.

SANITARY INSTITUTE LECTURES.

The Hongkong Branch of the Sanitary Institute has arranged for an extremely useful course of lectures for the ensuing season. Dr. Macfarlane gives the opening lecture this evening at 9 o'clock in the Lecture Room of the Institute, 10, Wyndham Street, his subject being "Mechanical Physics," and he will follow up the subject next Tuesday evening in a lecture on "Natural Forces." The other lecturers figuring in the syllabus are Dr. W. W. Pearce, who has undertaken to give three lectures on "The Atmosphere," two on "Practical Ventilation," three on "Water Supply," and one on "Soils from a medical point of view." Lieut. R. A. Craig is down for two on "Practical Ventilation," and two on "House Drainage." Mr. T. L. Perkins will lecture on "Building Materials—from an Engineer's point of view"; Mr. J. Lemm on "Sanitary Building Construction"; Dr. Barnett and Mr. B. B. Barker are to deal with the question of "Sewage Disposal" from the medical and the engineer's point of view respectively; Dr. Barnett will also lecture on "Seaweeding and Disposal of House Refuse"; Dr. Hunter on "Infectious Diseases and Disinfection"; Dr. Clark on "Public Health and Buildings; Ordinance and other Ordinances in force in the Colony"; and during February and March next Mr. A. Gibson and Captain Fitzwilliam will give a series of lectures on "Inspection of Meat and other Foods," "Sanitary Plumbing," "Calculations, Measurements, &c.," are other subjects included in the syllabus. "Visits for practical demonstration" are also to be arranged. Mr. A. H. Ough on two Saturday afternoons will conduct visits to buildings in course of erection. Altogether it will be seen that a most interesting and instructive syllabus has been prepared and a very successful season should be assured. The Chairman of the Board of examiners is Dr. Atkinson; Dr. Barnett is the hon. secretary; Mr. Alfred Carter, member of the Sanitary Institute, is the assistant hon. secretary.

The *Gremistichy*, which is reported sunk by a mine at Port Arthur, was a sister ship of the *Urovoj*, which lately met a similar fate. Both vessels were well known in Shanghai in the peaceful days before the 9th of February. They were launched together on the 19th of May, 1892, from the Baltic Works, St. Petersburg, and belonged to the type known as coast defence ironclads. Their displacement was 1,492 tons and indicated horse-power 2,000—13.5 knots. They carried each a 9-in. breech-loader forward, a 6-in. breech-loader aft, ten small quickfiring and two torpedo-tubes.

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the Friday Evening Hotel, during dinner, this (King) evening:—

March—"The Stars and Stripes for ever" Sousa
Overture—"Romantic" Koler
Selection—"The Orchid" Ivan Caryll
Cornet Solo—"Cradle Song" Lange
Selection—"Reminiscences of all Nations" Godfrey
Waltz—"Santiago" Corbin
Mazurka—"La Contesse" Translatour
Menu—"Hors d'Oeuvres—Sliced Tomatoes, Cucumbers, Beetroot, Potatoes, Eggs, Soup, Almond and Chicken Soup, Fish—Boiled Fish and Shrimp Sauce, Entrees—Roast Pigeon, Champagne Sheep's Kidney, Braised Calf's Head, Roast Leg of Mutton, Baked Stuffed Capon, Cold Ham, Curry—Or Tongue, Salad—Scotch Vegetables—Boiled Potatoes, Fried Potato Balls, Beans, Stewed Beetroot, Sweets—Preserved Ginger Pudding, Apple Dumplings, Lemon Ice Cream, Finger Cake, Dessert—Fruits in Season. Tea and Coffee.

THE WAR.

[REUTER'S SERVICE.]

A TUNNEL INTO PORT ARTHUR.

LONDON, 4th October.
The *Daily Telegraph's* correspondent at Nagasaki wires that the Japanese made a tunnel into Port Arthur which was finished on the 24th September and immediately made use of, with what result is not known.

IMPROVING CANTON RIVER.

Extensive improvements are being carried out in Canton River. Three new lights have been exhibited for the first time within a few days, Blake Point Light, Amherst Point Light and Tide Pole Light. The latter made its initial appearance on Tuesday. It is on the right bank of the river in Belcher Reach. The light, a red one, is dioptric of the seventh order, visible seven miles. Blake Point Light is a white one of the dioptric group counting order. It is distinguishable by its varied eclipses, which show up every 30 seconds; and is visible ten miles. All three lights are hoisted on masts to a height of 40 feet above high water. An advertisement in our issue to-day gives particulars of each light.

Removal work at the Canton River Barriers will shortly commence. With a view to avoiding the endangerment of the lives of those engaged at the work certain rules have been drawn up. When a red and white flag, the letter "H," is shown from a barrier, or from a boat in the neighbourhood of one, it will indicate that the wash of a steamer is liable to endanger life and property; so self-respecting steamers, under these circumstances, will pass as slowly as possible. When a red flag is shown from a barrier, or boat, it will indicate that a vessel must not, so long as the flag is flying, attempt to pass the barrier. The latter, of course, is an emergency signal.

EXAMINATION OF PILOTS.

CHINESE PUT BACK.

Four Chinese candidates for pilots' certificates were examined at the Harbour Master's Office yesterday morning. All failed, and were put back for a fortnight. European candidates will be examined in a few days.

A specimen examination paper reads as follows:—Describe the limits of the waters of the Colony; the local trade limits; the harbour limits. Describe the typhoon signals now in use. Describe all lights and light-houses in the waters of the Colony. Define the limits of the following anchorages: foreign man-o-war anchorage; sailing ship anchorage; petroleum anchorage; dangerous goods anchorage; quarantine anchorage; coal anchorage; for-bidden anchorage; and good typhoon anchorage. Name the positions of the buoys in the harbour. What are the courses through the Central and Northern Fairways, also their width? Where are the telegraph cables? How do you know when you are clear of them? Name the piers and locality of same, for ships loading or discharging petroleum. What hours are *Tank Ships* allowed to come in and out of harbour, and where should they be berthed on arrival? What are the signals by day and night for a vessel with dangerous goods on board, also the signals shown by vessels using the Northern, Central and Southern Fairways? Where is the time ball, when does the hoisting commence, what time is it dropped, what days is it not in use? Give a general idea of the set and strength of the tidal streams in the waters of the colony. Give a description of all buoys, and beacons that mark dangers in the waters of the Colony, name them and their locality. What are the bearings by day and night to clear the Penguin Shoal? What water is on the "Belcher Ridge," and how do you know when you have cleared it? What is the least water on Rumbler Shoal? What are the bearings and marks to clear the North Point of Kollat Bank in three fathoms? What is the least depth of water alongside each of the ocean steamer piers? If you board a cruiser of the *Terrible* or *Powerful* class off Sing Ting could you bring her safely to the man-o-war anchorage by the Western Entrance of the Harbour?

Questions in seamanship relate to the rule-of-the-road, for both steamers and sailing ships; how to tack and wear a ship; handling of single and twin screw vessels; going alongside piers; how to turn sharp bends; make a running mooring, etc.

Candidates should produce certificates as to sobriety and that they have served afloat in some capacity or other; sufficient to entitle them to take charge of a vessel under weigh. They should be able to write and read the English language, and be under the age of 50.

INQUEST.

BE YHUNG KWAI CHUNG, DECEASED.

Mr. J. H. Kemp held an enquiry into the death of Yeung Kwai Chung, a prisoner at Victoria Gaol. Messrs. C. F. de Carvalho, R. Leitz, and W. King were sworn as jurors. It was found that deceased had died of natural causes, from pulmonary tuberculosis, tubercular enteritis and ulceration followed by perforation and collapse.

Deceased was sentenced to five years' imprisonment, for robbery, in 1903.

FOOTBALL.

In last evening's six-a-side matches Chard's team beat Boyd's team by 2-1.

Knyvett's team drew with Ancoett's team, each side scoring a goal.

There are no six-a-side fixtures for to-day. A V.R.C. meeting, which was postponed the other day, to discuss football, will be held at the Club gymnasium, Kowloon, at 6.15 this evening.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

HON. COLONEL L. F. BROWN (Commanding the Troops).

HON. F. H. MAY, C.M.G. (Colonial Secretary).

HON. E. H. SHARP, K.C. (Attorney-General).

HON. L. A. M. JOHNSON (Colonial Treasurer).

HON. A. W. BREWIN (Registrar-General).

HON. CAPTAIN L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).

HON. P. N. H. JONES (Director of Public Works).

HON. SIR C. P. CHATER, C.M.G.

HON. DR. HO KAI, C.M.G.

HON. WAI A YUK.

HON. R. SHEWAN.

HON. GERSHOM STEWART.

HON. W. J. GRESSON.

MR. S. B. C. ROSS (Clerk of Council).

HIS EXCELLENCY—In accordance with standing order No. 47, I appoint the following committees:—Finance Committee—all the members of the Council with the hon. Colonial Secretary chairman. Law Committee—The hon. Attorney-General as chairman and the hon. Harbour Master, hon. Dr. Ho Kai, hon. Mr. Shewan and hon. Mr. Wai Yank as members. Public Works Committee—The hon. Director of Public Works as chairman and the hon. Colonial Treasurer, hon. Sir Paul Chater, hon. Mr. Gresson and hon. Mr. Stewart as members.

THE COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 11) and moved its adoption.

THE COLONIAL TREASURER seconded, and the motion was agreed to.

CHINESE EMIGRATION.

THE ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance to amend the Chinese Emigration Ordinance, 1889.

THE COLONIAL SECRETARY seconded, and the motion was agreed to.

The objects and reasons annexed to the Bill were as follows:—The object of this measure is to effect proper arrangements for the transport of indentured Chinese emigrants from Hongkong to the British Colonies and Protectorates in South Africa, and to ensure that the requirements of the recent Convention between the United Kingdom and China respecting the employment of Chinese labour in British Colonies and Protectorates shall be (in so far as they are not already) observed by all ships engaged in such transport.

THE ESTIMATES FOR 1905.

THE COLONIAL SECRETARY moved that the Council resolve itself into Committee on the Bill entitled an Ordinance to apply a sum not exceeding Five million eight hundred and thirty-five thousand four hundred and seventy Dollars to the Public Service of the year 1905.

THE COLONIAL TREASURER seconded, and the motion was agreed to.

The Council then went into Committee on the Bill and considered it clause by clause without amendment.

On the Council resuming.

THE COLONIAL SECRETARY said—Your Excellency.—Seeing that no amendment has been made, and if no member of Council objects, I beg to move the third reading of the Bill.

THE COLONIAL TREASURER seconded, and the motion was agreed to.

HIS EXCELLENCY moved that the Bill be passed and become law.

The motion was agreed to.

The Council adjourned.

CURRENCY QUESTION IN CHINA.

This is what the Peking correspondent of the Times wrote Home with regard to the mission of Professor Jenks and Chinese currency.

Professor Jenks, of Cornell University, the commissioner delegated by the United States to confer with the Chinese authorities regarding the suggested introduction of the gold standard into China, left Peking yesterday on his return to America. He has been in China since January, and has been strongly supported by the United States Legation, treated with exceptional honour, and received in audience by the Emperor. He has held conferences with all the highest officials in Peking, with the provincial Viceroy, Governors, Treasurers, Treaty Commissioners, and representatives of the leading business guilds.

His mission has been purely educational and non-political. With unflinching patience the professor has been demonstrating to the Chinese the necessity of reforming the currency and the immense gain that would follow the establishment of a gold standard and also of a national bank and the gradual abolition of the present cumbersome, antiquated, and ruinous system of currency. He has devoted much energy to his efforts to convince high officials of the necessity of employing foreign expert assistance in introducing a new currency system which is based on the experience of all the civilized Powers while carefully safeguarding any encroachment on the sovereign rights of China.

Professor Jenks has conducted a difficult mission with much tact and ability, and has received many expressions of approval from high officials and others. Prince Ching having addressed him a complimentary letter indicating sympathy with his proposals. Undoubtedly his mission has left its mark on a question which is of vital importance, which cannot be shelved, the urgency of which must inevitably increase, and which some day must assume a concrete form. It is regrettable that Professor Jenks must return to America when his work is on a beginning, for experience teaches that between the Chinese expression of approval of reform and the actual introduction thereof, the distance is often considerable.

SUPREME COURT.

Thursday, 6th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

A PARTNERSHIP DISPUTE.

Cheuk Yik Tong, Cheuk Young Sai and Tong Noy, plaintiffs, sued Fung Tsz Tong, Lam Pong Koo, and Tong Fu Cho for \$451.16, being balance due on an account for goods sold and delivered. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiffs, and Mr. P. W. Goldring, solicitor, of Mr. G. K. Hall Brutton's office, appeared for the defendants.

The first plaintiff when called said he was a co-partner in the business of the plaintiffs at Chinkiang, and they had done business with the defendants on a large scale for a considerable time. The sum sued for was the balance due on the account.

Cross-examined—Since his arrival in Hongkong he had received a sum of about \$300 in part payment of his claim, but the amount sued for was still owing.

Mr. Goldring stated with regard to the defence that this was a partnership of many partners, some of them being old men and women in the interior. There was a partnership dispute, the matter had been before the notice of the Chief Justice, and a receiver had been or would be appointed.

After hearing further evidence, His Lordship adjourned the case till tomorrow (Saturday).

POLICE COURT.

Thursday, 6th October.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

COMMITTED FOR TRIAL.

An Indian constable was committed to take his trial at the next Criminal Sessions for committing an indecent assault. He became very violent, and had to be dragged out of Court.

THEFT ON THE S.S. "HONAM."

Two Chinamen were charged with stealing passengers' baggage on board the s.s. *Honam*. One man was convicted, and the other discharged. The captain of the steamer said that one of the defendants was well known as a traveller up and down river when larcenies, which were frequent, took place. These larcenies, indeed, were becoming quite serious. It was only a week ago that a man at Canton robbed a passenger and jumped overboard with the loot. He would deem it a great favour if His Worship made an example of the man. In their ship, where they frequently carried quite 800 passengers, something more serious, regarding robberies, might happen.

The man was sentenced to three months' imprisonment and six hours' stocks.

UNLAWFUL POSSESSION.

A man convicted of unlawful possession of Manila rope was fined \$50 or 14 days' imprisonment.

LARCENY.

A European sailor named Arlington was convicted of stealing a comrade's jacket, and sentenced to 14 days' hard labour.

ALLEGED FALSE PRETENCES.

A Chinaman was charged with trying to obtain money by false pretences from a pawnbroker's shop at Aberdeen. It was said that he produced a washed bangle and tried to pass it off as gold.

The case was remanded.

COMBATANTS PUNISHED.

Two men convicted of having a fight in Des Vaux Road, and stabbing each other, were each sentenced to one month's imprisonment.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

ASSAULT.

A European named Vicker, employed by the Eastern Extension Telegraph Co., was fined \$1 for assaulting a Chinese employee in the same office.

ALLEGED PROCURING.

A Chinese woman was charged with procuring and bringing into the Colony a girl under the age of 16 for purposes of prostitution. Mr. O. D. Thompson, solicitor, defended. The case was remanded.

ALLEGED STABBING.

A Chinaman from Lai-chikok was charged with stabbing with intent to rob. The case was remanded.

AUSTRIAN SYMPATHY WITH JAPAN.

The *Standard's* correspondent at Vienna writes: It would be a mistake to suppose that the Austro-Hungarian Army is animated by any feeling of hostility towards Japan, or of particular admiration of Russia. An article by a well-known military writer, published in the leading military organ here, shows the general tenor of military opinion in this country. The writer says—

"We believe that Japan will be victorious, since we see in her triumph not only a benefit to ourselves, but to the whole world. It is just because we desire to live in peace with our Russian neighbour, that we reckon on his complete overthrow; for a Russia whose officialdom has been strengthened by victory in the Far East would have to find an outlet for the intense pressure of internal conditions by the safety-valve of a great popular European war—a war with Germany; and such a war without our participation in it, even if there were no Triple Alliance, is simply unimaginable. We, therefore, firmly believe in Japan's final victory, since we are bound to wish for it; and we shall feel nothing but satisfaction at it."

MARINE MAGISTRATE'S COURT.

Thursday, 6th October.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

WHAT MERCHANT SKIPPERS CONTENT WITH.

Mr. Finlay Kerr, master of the British s.s. *Madura*, charged three of his sailors, Europeans, with wilfully disobeying his lawful commands on board ship, on the 28th ult. and 5th inst.

Complainant deposed that on the 28th ult. three men, W. Doull, H. Munro and W. Knell, refused duty at 5.30 a.m. These men had not been at work the previous day, having been absent without leave. Knell had been confined in the state room on the previous day, after returning from shore, for refusing to work, Munro informed complainant that he had hurt his back. Complainant told him to go into the state-room, where he would attend to his back, instead of which the man, being under the influence of drink, ran away forward. Complainant went forward to bring him aft, and he assumed a threatening attitude, but was finally induced to come aft. Next day he refused to work, saying he was unable to. The captain gave him some castor oil and a lotion for his back; he turned to in the evening. He again refused duty, in port, on the 5th inst. On this occasion Doull, being under the influence of liquor, assumed a threatening attitude towards complainant; and was put in irons. Knell, who afterwards told Capt. Barnes-Lawrence that he refused duty because he wanted to get out of the ship, behaved, on different occasions, in an equally disorderly manner.

Munro was sentenced to forfeit seven days' pay, and 14 days' imprisonment; Doull 10 days' pay and 1 day's imprisonment; and Knell 12 days' pay and 25 days' imprisonment. They were all to be put on board if the vessel left before the expiration of their sentences.

NEUTRALITY LAW.

The following expression of opinion on the neutrality question was given to the *Standard's* correspondent at Constantinople, "by an eminent foreign jurist."

"It would be difficult to defend any discrimination between the duties of neutrals towards belligerents on land and their duties towards naval belligerents. Any army, on entering neutral territory, must be disarmed, and is precluded from taking further part in the war. *Ceteris paribus*, any naval unit entering the territorial waters of a neutral State ought to be considered, and, if necessary, forcibly put out of the water, either by the neutral, or, if the latter is too weak, by the enemy. I suppose that a squadron of cavalry which, in want of water, crossed into neutral territory and watered its horses, would have no right to return; and that these supplying water would be responsible for its not doing so. Similarly, to supply coal or harbourage to fugitive ships must be a violation of neutrality, since a battleship without coal is helpless, unable either to continue on the offensive or to escape pursuit. If she is assisted to resume belligerent activity by too benevolent neutrality, the enemy has every right to protest.

"The right of harbourage is also logically indefensible, and the moment one belligerent enters and remains in a neutral harbour with its own crew on board, the other belligerent can claim that the violation of neutrality is so complete as temporarily to annul the neutrality of the harbour and transform it into a belligerent water. In my opinion, Japanese action was justifiable at Chefoo, which became a belligerent port as long as a belligerent ship remained there with its own crew in possession, whatever declarations were made concerning disarmament.

"I may add that it seems very impolitic on the part of Russia to attempt to extend and enforce her ideas regarding contraband and the right of search, since they have already aroused great annoyance, and are a source of continued injury to neutral commerce which, if made to suffer unduly, may rebel and exert itself to put a speedy end to the war. It is evident that any forced peace in the present relative situation of the combatants could scarcely be made on terms agreeable to Russia, whose object, if she really wishes to avoid mediation, should be also to avoid irritating those who might be inclined to advocate such a course."

BLOWING UP THE "SIVUTCH."

The *Russkoe Slovo* publishes particulars of the blowing up of the Russian gunboat *Sivutsh* at Newchwang. On the withdrawal of the Russians it was felt that the boat was useless to them, and in a dangerous position for her crew. In harbour she would not be able to withstand an attack from the Japanese t.b.s., and it was hardly likely she would succeed in escaping if she put to sea, for her utmost speed was not more than ten knots. Her displacement was 840 tons. She carried a 9-in. Krupp gun aft and a 6-in. gun in her bows, and some smaller guns. On August 1 Capt. Stratanovitch, her commander, received orders to blow her up. Before doing so he removed the Hotchkiss guns and the Baranovsky landing gun, and the breech blocks from the big guns. The crew left in the launches, the majority to join the army with the guns and the others remaining on the launches to navigate them up the river. On August 2nd pyroxylene cartridges were placed in the ship fore, aft, and amidships, and only two minutes elapsed between the explosion of the first and last cartridge, after which some of her remains were still visible, though soon to disappear in the river mud. The crew watched the explosions from the banks, and many of them reverently crossed themselves.

CORRESPONDENCE.

THE CANTON EX-CONSUL AND THE PORTUGUESE.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 4th October, 1904.

SIR,—The new American Consul-General, Mr. F. D. Cheshire, has arrived, and has assumed his post on the 30th ultimo; the ex-Consul, Mr. McWade, leaves here in a day or two. What surprises me is the absence of any demonstration for the ex-Consul from the American citizens here. A small section of the Portuguese community has come forward with an address to which they are canvassing signatures of some Portuguese. This address has for its main object criticism of the act of the American Government in recalling Mr. McWade. What have the Portuguese to do with it? I cannot understand it, and I am quite astonished that they have taken such a step. I am afraid they have been misled by someone. I fully sympathise and appreciate the good and fine qualities of Mr. McWade, who by his genial manners, has made a few friends amongst the Portuguese. He has done good only to few, but not such as to warrant the presentation of an address from our community.

Thanking you in anticipation, and begging you to kindly allow me a small space in your valuable paper, I remain, Yours faithfully,

A PORTUGUESE.

A YEAR'S BANKRUPTCIES.

Some results of speculative trading at Home are apparent in the following extract:

The twenty-first general annual report by the Board of Trade on the various matters—administrative, financial, and judicial—within the Bankruptcy Acts was issued yesterday. A statement furnished by the Treasury shows that the total receipts on account of Bankruptcy proceedings during the year ended March 31 last amounted to £135,488, and the expenditure to £159,575; while the accounts relating to bankruptcy administration prior to the Bankruptcy Act of 1883 represented a further net sum on the creditor side of £34,556, and on the debtor side of £5,015. Sir Francis Hopwood states that the receipts from stamps and cash fees were larger than in the previous year, but the total income has been adversely affected by the reduced interest on Consols. The payments into and out of the Bankruptcy Estates Account in respect of estates under the Act of 1883 and prior Acts for the periods ended December 31, 1898, to 1903, have been as follows:—

1898	1899	1900	1901	1902	1903
£1,314,122	£1,340,447	£1,347,750	£1,282,993	£1,390,991	£1,314,821
£1,257,998	£1,321,940	£1,304,354	£1,232,565	£1,393,177	£1,241,728

The Permanent Secretary of the Board of Trade pays the following well-deserved tribute to the late Inspector-General in Bankruptcy:—

Mr. John Smith, C.B., retired on January 31st last from the post of Inspector-General in Bankruptcy, which he had held since the passing of the Bankruptcy Act, 1883. In that capacity he was not only instrumental in organising the system established by the Act of 1883, but he continued for more than 20 years to administer it with eminent ability. Many of the alterations of the law which have since been carried out, both by Statute and by general rules, are due to his initiative. By his retirement the Board of Trade lose the services of a very able public official."

THE DAILY CHRONICLE COMMENTS:

We have it on the authority of the Board of Trade that extravagant living is a marked feature of many of the bankruptcies cases with which it deals. The number of failures recorded last year was higher than it had been since 1894, and in some of the larger cases excessive household expenditure obviously contributed to the bankrupt's ruin. It seems to be a common thing for a business man to live handsomely whether he is making a profit or a loss. The Inspector-General in Bankruptcy mentions one case in which a debtor spent £2,000 a year while he was losing £7,000 a year in his business. Another man for fourteen years spent £1,400 a year when he was only making £500 net profit. These cases are typical, it is believed, of many small bankruptcies, as well as of the larger failures. They may be sometimes explained by negligent bookkeeping, but they are, in the main, suggestive of the craving for luxury which is one of the worst features of our time. The standard of living among the rich has been raised to an excessive degree, and those who would like to be thought rich try to follow the lead set by the big financiers and mining magnates who are to our day what the Indian Nobles were to the England of George III. People who live beyond their means are tempted to speculate, and the bankruptcy records show the inevitable result. A course of plain living and high thinking would be good for the morals of society, and good for legitimate trade.

HARD ON THE CHINAMEN.

As a consequence of a police raid in the Chinese settlement of Cupetown recently, thirty or forty Celestials were convicted of keeping a gambling-house and heavily fined. One of the strongest pieces of evidence against them was a book in Chinese characters apparently containing gambling entries. The defendants declared that the document was a list of subscriptions to a local hospital, but were laughed out of court. It has now come to light, however, that the supposed gambling-house was merely the club-room of the Chinese Association, formed for instructing the Celestial in the English language and customs. The members had actually subscribed £200 for presentation to the City Hospital in gratitude for kindness shown to one of their number. The Attorney-General is investigating the matter.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

AN UNEXPECTED JOURNEY OVER THE SIBERIAN RAILWAY.

A correspondent writes to the *Times* of Sept. 2nd:—The steamship *Zara*, of the Wilson line, arrived in the Thames to-day from St. Petersburg with 36 passengers, among whom were Messrs. Carter, Sudell, and Evans, late officers of the steamship *Cheltenham*, which was captured by Russian cruisers within one day's sailing of Fusan, her port of destination in Corea. She carried 6,000 tons of cargo, consisting of the railway sleeper intended for use in the construction of the Japanese railway in Corea and cases of beer for the Japanese troops at the scene of hostilities. The *Cheltenham* had made three previous voyages with cargo for the Japanese Government, and had run the gauntlet successfully. The *Cheltenham* was heavily insured against all such risks at a very high premium, and her London owners were no doubt, fully cognisant of what they were doing when their ship was chartered by the Japanese agents for this specific work. When first sighted by the Russian cruisers a signal was run up calling upon the captain of the *Cheltenham* to stop, immediately followed by the firing of two shots across her bow. Captain Brophy promptly complied with their request and received two Russian naval officers, who came on board his ship to demand his papers, from which they soon ascertained the nature of her cargo and port of destination. Thirty men were transferred from the Russian cruisers to the *Cheltenham* to take charge of the ship, and Captain Brophy was ordered to change his course and proceed to Vladivostok to await the decision of the Prize Court. The *Cheltenham* cut anchor opposite Admiralty-house at Vladivostok, where she remained for one week, until the decision of the Prize Court was made known. Captain Brophy was only notified of the confiscation of his ship and cargo by the Court, but he was detained for three weeks with his officers and crew before they received official order to vacate their posts of duty. The Russian naval authorities gave them every facility to enjoy their leisure hours while in port and provided them with free transportation to St. Petersburg by railway and thence to England by sea, with the option of returning by overland route at their own expense. In addition the officers and crew were handed 20 roubles each to meet any extra expenses that might arise en route. Their journey from Vladivostok to Moscow occupied 20 days. The railway accommodation provided for them was excellent and the facilities given to them for their meals en route were all that could have been desired. The only incident to mar the pleasure of their journey was the loss of Captain Brophy's handbag, which contained his private papers and £100 in money. Up to the present it has not been recovered.

One of the most interesting features of the railway journey across Siberia was the meeting of from 2 to 14 trains daily conveying troops to the scene of war, with war material and food for the great army in the field. It was estimated that at least 3,000 troops were seen daily, representing a total of 60,000 men passed en route for Vladivostok during the time consumed on their journey. It was learnt at Moscow that on an average 25,000 men were sent to the front weekly, which is a little more than their average per day, making a total of 75,000 men in the last three weeks to supplement Kuropatkin's army. The railway consists of a single line, with frequent long sidings provided for the passing of trains. There are a great number of bridges of the most substantial kind, exhibiting great care and engineering skill in their construction. The bridges are all well guarded, as there are 30 men stationed at each to protect them from destruction at the hands of the Japanese emissaries, so often found willing to sacrifice their lives in carrying out the instructions of their superior officers so as to interrupt the transportation of troops and war material destined for the base of operations of the enemy. Not only were all the bridges well guarded, but blockhouses were to be seen at intervals along the line with a complement of soldiers in each. In addition to these special precautions, iron poles were placed along the railway at a distance of 1,000ft. apart. They were bound round to an elevation of 20ft. with wisps of straw and two kerosene oil cans were attached to each pole, one at the top and the other at the bottom of the pole, with a mechanical contrivance to relieve the cans of their contents when occasion required to ignite the straw as a signal in cases of emergency for a call to arms and concentration of a force to repair any damage done by the enemy.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India*, left Vancouver on Monday, the 3rd Oct., p.m., for Hongkong via the usual ports of call.

The Ben Line steamer *Benalor*, from Antwerp and London, left Singapore on the 5th Oct. for this port.

The steamer *Mongolia*, with mails, &c., which left hence Sept. 4th for San Francisco via Amoy, &c., arrived at her destination on the 3rd Oct.

MISCELLANEOUS.

The s.s. *Ninpo* arrived from Hongkong yesterday with 2,400 tons of coal for Messrs. Butterfield & Swire.

The Italian s.s. *Capri*, from Bombay, brought up 4,600 tons of cargo, including 2,600 for this port.

The s.s. *Machew* arrived from Kolsichang yesterday with 1800 tons of rice.

TRADE



MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$15.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE

AND IS SOLD AT A REASONABLE

PRICE.

EITHER FOR

Cash or Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong 24th August, 1904.

(2150)

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

91 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)
Hongkong 18th, February, 1904.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. 1897.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE "CATHOLIC UNION," GLENBALLY.

18th ENTERTAINMENT TO-MORROW (SATURDAY), 8th Oct., 1904.

"ST. LOUIS IN CHAINS."

A Drama in 5 Acts.

Concluding with the Laughable Farce "THE BLUE DEVILS."

Price of Admission \$1.

Tickets can be had at the above address, where the plan of Seats is on view.

Hongkong, 7th October, 1904. [2393]

WANTED.

A FIRST-CLASS COMPROMISE for Office Work. Good knowledge of English essential. Security and reference required.

Apply to—

P. O. BOX, 326.

Hongkong, 7th October, 1904. [2394]

NOTICE.

DURING the absence of Mr. E. BERNHEIM, Mr. G. KOENIG will take charge of our business.

J. ULLMANN & CO.

Hongkong, 7th October, 1904. [2395]

NOTICE.

WE have REMOVED our OFFICES to the SECOND FLOOR of PRINCE'S BUILDINGS, No. 1, Des Voeux Road, Central.

WM. MEYERINK & CO.

Hongkong, 7th October, 1904. [2396]

THE HONGKONG GYMKHANA CLUB.

AT the FOURTH MEETING to be held TO-MORROW (SATURDAY), the 8th inst. (weather permitting), Post Entries will be accepted for the Ladies' Nomination Race; Entrance fee \$5 to be paid at the time of entry.

GEO. K. HALL BRUTTON, Hon. Secretary.

Hongkong, 7th October, 1904. [2397]

REGISTRATION OF TRADE MARKS IN CHINA.

Copies of the **EXPERIMENTAL REGULATIONS** proposed by the Chinese Government to come into force on the 23rd inst. may be obtained at the Daily Press Office.

Price 25 cents each. Cash with order.

Hongkong, 6th October, 1904.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 68.

Establishment of Lights in the approaches to Canton.

NOTICE IS HEREBY GIVEN of the establishment of the following lights in the approaches to Canton.

BLAKE POINT LIGHT.

This light was exhibited for the first time at sunset on the 26th ultimo.

The illuminating apparatus is dioptric group consisting of the sixth order, showing a fixed White Light varied by four eclipses every 30 seconds, thus—

Light	Eclipse	16 Seconds.
Light	Eclipse	2 "
Light	Eclipse	2 "
Light	Eclipse	2 "
Light	Eclipse	2 "
Light	Eclipse	2 "

The light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 10 nautical miles.

AMHERST POINT LIGHT.

This light was exhibited for the first time at sunset on the 30th ultimo.

The illuminating apparatus is dioptric of the 6th order, showing a fixed Red Light.

The light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 4 nautical miles.

J. HOWELL MAY, Harbour Master.

Approved, S. M. RUSSELL, Deputy Commissioner of Customs in charge.

Custom House, Canton, 5th October, 1904. [2398]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 11th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining uncollected after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1904. [10-11]

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of **DORABJEE NOWROJEE**, late of Bombay in the Empire of India and formerly of Victoria in the Colony of Hongkong, Deceased.

NOTICE IS HEREBY GIVEN that the Honourable the Chief Justice has in the exercise of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the sixth day of January, 1905, as the time for creditors to send in their claims against the Estate of **DORABJEE NOWROJEE**, late of Bombay in the Empire of India and formerly of Victoria in the Colony of Hongkong, who died on the 7th day of July, 1904, at Bombay, aforesaid Probate of whose will was granted by the Supreme Court of Hong Kong on the 15th day of September, 1904, to **ISMAIL PILLAY MADAR** and **MUNJEEBHAY DORABJEE**, both of Victoria in the Colony of Hongkong aforesaid two of the Executors named in the will of the said **DORABJEE NOWROJEE**, Deceased.

Notice is also given that all such claims are to be sent in writing to the Underwriter prior to the said sixth day of January, 1905, or no notice will be taken of them.

All persons indebted to the above estate are requested to make immediate payment to the Underwriter.

Dated the 6th day of October, 1904.

JOHNSON, STOKES & MASTER,

8, Des Voeux Road Central, Hongkong.

2400 Solicitors for the Executors.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE THE Steamship

"CAPRI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 6th October, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. *Oceanic*.

From Australia, ex s.s. *Marmora*.

From Calcutta, ex s.s. *Palma*.

From Persian Gulf ex s.s. *B. I. S. N.* and *B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th October, 1904. [1]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

will be ready to-morrow, and will contain—

Epitome of the Week's News.

Leading Articles—

The Legislative Council.

British Shipping and Contraband.

Fluency.

Poker.

China and Tibet.

Russia and Germany.

Hongkong Jottings.

Canton Notes.

Supreme Court.

Marine Court.

Hongkong Sanitary Board.

S. C. Farmanhoy & Co., Ltd.

Yokohama Specie Bank Ltd.

A Hongkong Salvage Syndicate.

Boxer Agitation Again.

Correspondence.

Lappa Trade Report.

Kowloon Trade Report.

Volunteering in Hongkong.

Review.

Death of Lafazio Hearn.

Loss of the "Lucia."

A Tientsin Scare.

Tientsin-Nanking Railway.

An Arrival from Newchwang.

The Law Vindicates Itself.

Clever Filipino Boys.

Kowloon Cricket Club.

Volunteer Concert.

Far Eastern Trade Items.

Hongkong and Port News.

Miscellaneous.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 7th October, 1904.

DAVID CORSE & SON'S

MERCHANT NAVY

NATY BOILED

LONG FLAX

RELIANCE CROWN

TABPAULING

ARNHOLD, KARBEG & CO.

Sole Agents.

[2398]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Company's Steamship

"THALES,"

Captain Crowe, will be despatched for the above

ports TO-MORROW, the 8th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS LAPEAUX & CO.,

General Managers.

Hongkong, 7th October, 1904. [2390]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUER, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above

on THURSDAY, the 13th instant, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 7th October, 1904. [4]

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING

Members of the above Club will be held at the CITY HALL TO-MORROW (SATURDAY), the 8th OCTOBER, at 12.15 P.M.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 24th September, 1904. [2395]

COMPAGNIE DES MESSAGERIES MARITIMES.

HONGKONG AGENCY.

NOTICE.

DURING my absence from Hongkong

M. L. BRIDOU will take charge of this Agency.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th September, 1904. [2351]

NOTICE.

THE FIRM NAME CUREEM & CO.,

Merchants and Commission Agents, of which the Underigned has been and is the Sole Proprietor, will henceforth be known as Ramjahn & Co.

AMHET RUMJAHN, 64, Queen's Road.

Hongkong, 4th October, 1904. [2364]

NOTICE.

I HEREBY beg to inform Drinkers of

TANSAN, that I have ceased to use Corks made by the London Crown Cork Co. as they have given me dissatisfaction, and that I am now using a cork which will keep the water in excellent condition and free from all galls.

J. CLIFFORD WILKINSON, Kobe, Japan.

Sole Agents, Hongkong—

H. PRICE & CO., 12, Queen's Road Central.

Hongkong, 3rd October, 1904. [2359]

WANTED.

SUITE OF THREE ROOMS. Bath and Kitchen; Furnished. For Two Men.

Apply to—

X. Y. Z., Care of Daily Press Office.

Hongkong, 6th October, 1904. [2387]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 67.

Removal work at Canton River Barriers; precautions to be observed by passing vessels.

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that, with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a red and white flag (International "H") is shown from a barrier, or from a boat in the neighbourhood of a barrier, it will indicate that the wash of a steamer is liable to endanger life and property.

Under these circumstances a steamer should pass that neighbourhood at as slow a speed as possible.

2. When a red flag is shown from a barrier or from a boat in the neighbourhood of a barrier it will indicate that a vessel must not so long as that flag is flying attempt to pass the barrier.

This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY, Harbour Master.

Approved, S. M. RUSSELL, Deputy Commissioner of Customs.

Custom House, Canton, 1st October, 1904. [2390]

SIENTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [2277]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

37, DES VOEUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [2161]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

EILEY'S, SCHULTZ'S, AMBERITE AND KYNOC'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE,

and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 888.

AIR GUNS and Ammunition in Variety.

WM. SCHMIDT & CO.

Hongkong 23rd November, 1902.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th SEPTEMBER to 8th OCTOBER, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 27th September, 1904. [2320]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the

INSURANCES

NORTHERN ASSURANCE CO

FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [207]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903
£16,898,650.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FIRE FUNDS... 3,058,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO., Agents.

Hongkong, 28th April, 1904. [1121]

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1907. [9]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARAIR & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

TO LET

TO LET

TWO LARGE ROOMS, suitable for Offices, situated on the 2ND FLOOR of N.W. Building near completion. Electric Light and Elevator.

Apply to—
A. G. S. H.,
Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2387]

TO LET

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

No. 5, SALISBURY AVENUE, Kowloon. Immediate Possession. Moderate rental.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 27th June, 1904. [2355]

TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET

TWO LARGE ROOMS on Caine Road Level, with Bathroom, Verandah and a Fine View of the Harbour.

Apply to—
"LODGINGS",
Care of Daily Press Office.
Hongkong, 6th October, 1904. [2886]

TO LET

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET

BANGOUR (PRAK).
THE BYRLE (PRAK).
ONE HOUSE on the LOWER TERRACE of BELILIOS TERRACE, Nos. 11, 13 & 21, BEACONSFIELD ARCADE, No. 14, 1st Floor.

ONE SHOP in BEACONSFIELD ARCADE.

Apply to—
LINSTED & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).

Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199]

TO LET

SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET

TO LET

NO. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co.

Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.

Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—
X,
Care of Daily Press Office.
Hongkong, 6th September, 1904. [2161]

TO LET

NO. 8, UPPER WEST TERRACE, off Lower Castle Road. Five Rooms and Bathrooms. Cheap Rental; immediate possession.

Apply to—
L. K. F.,
Care of National Bank of China, LD.
Hongkong, 1st October, 1904. [1901]

TO LET

PART of A HOUSE, consisting of Five Rooms, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Immediate possession.

Apply to—
S. V. A.,
Care of Daily Press Office.
Hongkong, 3rd October, 1904. [2357]

TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—
C. L.,
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes, also ROOMS or OFFICES on the First Floor of the same Building.

Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 7th September, 1904. [2171]

TO LET

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET

ON a lease for a term of years, FOUR DOUBLE CHINESE HOUSES at Mong Kok Tsui. With Possession from 1st October, 1904.

For further particulars, apply to—
THE SECRETARY,
Humphreys' Estate & Finance Co., LD.
Hongkong, 22nd September, 1904. [2233]

TO LET

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.

Apply to—
J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 29th September, 1904. [2331]

TO LET

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—
THE SECRETARY,
The Bowling Club LD.
Hongkong, 14th July, 1904. [1710]

TO LET

NO. 1, RIFON TERRACE (in FLATS).
No. 17, WONG-NEI-CHONG ROAD facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BELILIOS PIKE).

ODDONS; PRAYA EAST.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 19th June, 1904. [175]

TO LET

NO. 6 UPPER MOSQUE TERRACE, European residence; just renovated, painted and colourwashed; immediate possession.

Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET

COMMERCE DESTROYING.

Under the heading of Marine Insurance, the Times correspondent writes.—The capture by the Japanese of a French steamer, as reported from Shanghai, is of interest as this is the first French vessel to be seized by either belligerent since the outbreak of the war.

As some contribution towards the discussion of the alleged differential treatment of various neutral flags by the belligerents, I have prepared the following details of the neutral vessels captured or detained since the beginning of the war—

VESSELS SEIZED, DETAINED, &c., BY RUSSIANS.
British, German, Norwegian, Others. Total.
30 7 1 4 4 54

VESSELS SEIZED, DETAINED, &c., BY JAPANESE.
British, German, Norwegian, Others. Total.
2 6 7 2 17

Of the Russian captures, 44 vessels were released or allowed to proceed and seven were definitely seized, sunk, or adjudged prizes, six out of the seven being British. The belligerents have each captured 16 and detained or sunk 13 of the vessels belonging to the enemy. The figures given above do not in themselves—when the large preponderance of British vessels is taken into account—suffice to indicate any marked differential treatment of steamers under our flag, and the strong suspicions on this point are really based on the actual captures and sinkings—such as the cases of the *Allanton*, *Knight Commander*, and *Cochran*.

Evidence as to the difference in war rates charged by underwriters on cargo in British and German bottoms for the Far East—concerning which positive statements have appeared in letters to the *Times*—does not altogether bear out these assertions. I cannot find that underwriters of either companies or members of Lloyd's have any conscious policy of preference for German steamers. A true comparison of rates can only be made if the nature of the cargoes and of the voyages is similar, and there has not been enough business in German steamers coming forward here to justify definite conclusions. A few weeks ago Hamburg claimed to be able to take lower rates on cargo in German steamers than were being paid in London for shipments in British steamers, but a small market like Hamburg is rapidly filled up and affords no true test.

Several correspondents have written to me to point out that the estimate of war losses given last week was much too small. This estimate probably only took into account the irrecoverable losses, but even then it was too low. An underwriter who is exceptionally well informed writes—“It is impossible to find out the actual amount paid by underwriters on war risks. The men chiefly interested will not give the information. An attempt was lately made to collect this information but without success. A very large sum of money has undoubtedly been paid and the underwriters who entered into the business at the low rates have certainly not made anything—probably they have lost money. But they hope to recover some of their losses from the Russian Government, and if they do, may eventually come out on the right side.”

“MUST BE ALLOWED”

According to a San Sebastian correspondent one Russian captain at least has a dictatorial manner.

The Russian cruiser *Don*, mounting 17 guns, and carrying a crew of 400 men, entered Vigo on Sunday night from Libau. When the Naval authorities intimated that under instructions from the Government they could not permit belligerent vessels to remain for more than twenty-four hours, the Russian Commander declared that he must be allowed to stay five days in order to repair his engines, which had developed defects on the voyage out. This attitude on the part of the *Don's* captain places the Government and the Minister for Marine in an awkward position, as the Vigo authorities have telegraphed for further instructions.

Vigo seems to be the port of call selected for these “contraband chasers” to get letters and telegrams, several of which were handed to the Russian Commander, who immediately sent off replies in cypher. The officers and sailors were allowed to go ashore, and they showed much anxiety to learn the latest news from the seat of war, saying that events would soon take a turn favourable to Russia.

ON THE MARCH.

This extract from some reminiscences by a war correspondent has interest.

“When we rode from Hsichong we had a jolly little party at the outposts, where Major Tachibana, of the 34th Regt., was on command. Poor Tachibana, he was a good fellow, and I mourn his untimely death. We had been riding about the hills, through the leading, over trenches, and had halted at intervals to listen to post mortems of past events, a staff officer lecturing to us. He seemingly disliked foreigners, swung his back upon us and talked through an interpreter, and before long he became not only rude, but also uninteresting. Then we reached the camp of Major Tachibana in the Chinese village, and he gave eighteen heated correspondents ‘a nod and a wink,’ and peppermint, candies, the sweets with little legends upon them, such as ‘Do you really love me?’ ‘You must ask mamma,’—the sweets which little Willy gives to little Mary in the spring time in Lover's Lane. Major Tachibana also gave us a cheery welcome and made friends. When we rode away, as he returned our parting salute, we saw the Major for the last time alive. A week later the desperate battle was fought on the hills of Shorshampo before Linoyang, and in a bloody hand to hand fight in the middle of the night

the Major was killed and 600 of the regiment he led in the charge were killed or wounded. Next morning I met his orderly leading away his master's horse. And the orderly told us of the Major's death. He had received eleven wounds, the servant said, and died like a hero. I don't doubt it—he looked like one.”

MR. MICAWBER'S DESCENDANTS.

No nineteenth century personage has bequeathed a more numerous progeny to the twentieth century than Mr. Wilkins Micawber, the man who was always “waiting for something to turn up.” As with the progenitor, so with the progeny—they turn up nothing themselves, but wait for something to turn up. There is a career of patience. They live upon hope and die fasting. Mr. Cecil Rhodes was in no way related to the Micawber family. He came to South Africa to make his fortune, and not being content to wait until something turned up, turned up something himself, and a very good turn up it was, viz., diamonds. When Mr. Rhodes left England to seek his fortune here he had youth on his side, but not good health. How he succeeded in winning good health and an immense fortune all the world knows. But note that the good health came first. That is the natural, the inevitable order: health first, and wealth second, third, fourth, perhaps not at all—but health first, always. What is the matter with the Micawber family that accounts for their failure in everything they undertake? Chronic laziness, you say. Yes, truly; but why chronically lazy? We will undertake to diagnose the novelist's great creation, and assert with confidence that Mr. Micawber suffered from indigestion. That theory at once accounts for his love of ease, his want of energy, and fatal habit of letting the world slide.

“For many years,” writes Mrs. Yeoluda Rossow (who lives back of Saville Engineering Works, Jeppe Town, Johannesburg), in a letter dated April 4th, 1904, “I suffered from indigestion. All the symptoms of that distressing complaint were present, some of them in a very aggravated form. From time to time my appetite almost ceased; and when I did eat, it always produced pain at the chest. Severe headaches, and pains in the stomach and between the shoulder blades, were so incessant that at times I became quite light-headed; specks used to appear before my eyes and everything seemed to be turning round.”

Alarmed at the serious state of my health, I tried a great number of medicines that were recommended by one or another of my friends, but obtained no more than temporary relief from the best of them. When, however, at length I tried Mother Seigel's Curative Syrup (the world-renowned remedy of which Messrs. A. J. White, Colonial, Ltd., corner of Princes and Diesel Streets, Port Elizabeth, Cape Colony, are proprietors), all this changed. A few days after I first began to take the Syrup, I perceived a welcome return of appetite. The pains from which I had so long suffered began to decrease, and gradually left me until they were gone entirely. Now, after a short course of the medicine, I am as well as ever I was in my life, and gratefully recommend the means of my cure.”

For sapping energy, and transforming the young into the old, indigestion is not to be matched in a catalogue of all the diseases. The number of people who have learned this truth from painful experience is legion. Here is another of them—Mrs. S. Scoble, of Commissioner Street, Johannesburg—who writes thus on 19th April, 1904: “For many years I was without proper appetite, and suffered greatly from sleeplessness. The doctors who attended me said that mine was a case of general debility; but I fear they did not correctly understand it, for they were unable to do me any good. That was a task reserved for Mother Seigel's Curative Syrup. When, acting upon advice, I began to take that wonderful remedy, it at once became clear to me that my troubles were nearly over. I have to thank it for my complete cure.”

Both Mrs. Rossow and Mrs. Scoble have now the health and energy proper to their respective ages, and are as unlike Mr. Micawber as possible.

TONG CHONG WO & CO.

No. 28, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES.

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [133]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1898]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.

Hongkong, 3rd October, 1900.
“THE EAST OF ASIA.”
(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press-criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price On Sale at “NORTH CHINA HERALD OFFICE, Shanghai.”
MESSRS KELLY & WALSH
Hongkong;
or at all leading Booksellers in the Far East
Hongkong, 14th February, 1903.

報新外中港香

CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS circulated largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.

LOTUS,
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.60 per 100
Medium Size \$4.20

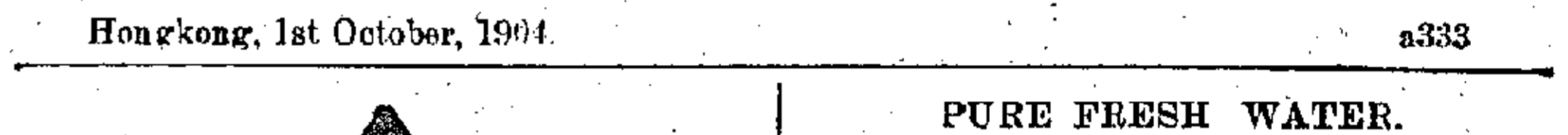
KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
HABIT,
Large Size \$3.00 per 100
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG: 16151 KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBURG & CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL

Hongkong, 1st October, 1904. a333



PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Connaught Road Hongkong, 18th June, 1903. [1473]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATHY and HINCHLIFFE, LIMITED, Aerated Water-Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water-Makers, and was greatly surprised at the compactness of our factory, also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 357. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG, General Manager.

Hongkong, 11th May, 1904. [122]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NIPPON PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. 2265

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 18th November, 1903. [75]

VISITORS TO CANTON

Should purchase “FROM HONGKONG TO CANTON BY THE PEARL RIVER.”

BY CAPTAIN C. V. LLOYD (R.F. “HANKOW” With Illustrations, Maps and Plans.

Price \$1.50

On Sale at—
Hongkong: “DAILY PRESS” Office.
Messrs. KELLY & WALSH.
Messrs. W. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.
MRS. GILL ANDERS
“GLENWOOD,”
27, CAINE ROAD.
Hongkong, 19th March, 1904. [2265]

“TANG YUEN.”

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Madonnell Road

or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

COMFORTABLY FURNISHED

ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill,
Hongkong, 1st January, 1892.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: “DOCK” NAGASAKI.
A.I., A.V.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrances on Top... 89
Width of Entrances on Bottom... 77
Water on Blocks at Spring Tide... 26 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrances on Top... 66
Width of Entrances on Bottom... 53
Water on Blocks at Spring Tide... 22 1/2

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 70 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT, READY at SHORT NOTICE. 1703

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.

HOMEWARDS.

FROM	STEAMERS	DATE
MARSEILLES, LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"YANGTZE"	On 1st November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th September, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	On 7th October.
SHANGHAI	"WOOSUNG"	On 8th October.
MANILA	"TEAN"	On 11th October.
AMOI, MANILA, ILOILO and CEBU.	"SUNGKIANG"	On 11th October.
NINGPO and SHANGHAI	"WHAMPOA"	On 12th October.
SWATOW, CHEFOO and TIENTSIN	"CHIH LI"	On 13th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 27th October.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A fully qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th October, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Friday, 7th Oct., 4 P.M.
KUDAT & SANDAKAN	"MAUSANG"	Sunday, 9th Oct., D'light.
† SHANGHAI	"CHOYSANG"	Sunday, 9th Oct., D'light.
* SINGAPORE, PENANG, CALCUTTA	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.
TIENTSIN	"WOSANG"	Tuesday, 11th Oct., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 7th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearson.

The next departure will be the S.S. "COURTFIELD," sailing from here on 8th October,
via CHIN-WAN-TAO (taking Cargo for Durban).

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 27th September, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.	HONGKONG-MACAO LINE.
---	----------------------

S.S. "WING CHAI,"
Captain T. Austin, U.S.N.
THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M.; and on Sundays,
at 8.30 A.M.; Departs from Macao on Week Days
about 2 P.M. and on Sundays at 7.30 P.M.
FARES—(week days) 1st Class (including cabin
and servant), Single \$3, Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be an Excursion, at the
following rates:
1st and 2nd Class, Single Ticket \$1, Return
\$2. 3rd Class, Single 30 cents, Return
50 cents, Steerage 10 cents.
Tiffin and Dinner can be supplied either on
board, or at the Macao Hotel, for returning
passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a
Private Cabin, which has accommodation for
two or more Passengers, will be charged \$3
extra.
First Class Passengers who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should the
Steamer not run on the Monday, owing to the
Boiler cleaning, due notice will be given by the
Captain, and the Half-Ticket will be available
for the following day.
The Steamer will shortly be lit throughout
by Electricity.
The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong, 7th October, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"
Captain E. J. Page, of 1688 tons, Registered, is
the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
3rd ... 1.00 each.
Meals ... 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

VESSEL ON THE BERTH

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERN" will be despatched for the above
port on or about TUESDAY, the 16th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 13th September, 1904.

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
CALCUTTA, BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904,
at 1 P.M., the Company's Steamship
"SALAZAR," Captain Negre, with
Mails, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Ports
of Call, WITHOUT TRANSSHIPMENT.
This Steamer connects at COLOMBO with
the Australian line "Caledonia," bound for
MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 17th October. Specie
and Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
L. BRIDOU,
Acting Agent
Hongkong, 6th October, 1904.

[221]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"TRIESTE,"
Captain Mistrorigo, will be despatched as above
on SATURDAY, the 26th inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes Buildings.
Hongkong, 4th October, 1904.

[3]

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer "TAI ON,"
Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 8.00 P.M.
returning from Canton on TUESDAYS
THURSDAYS and SATURDAYS, at 5 P.M.
FARES—
Saloon ... \$2.00
Chinese Saloon ... \$1.00
2nd Class ... 0.50
Steerage ... 0.20
This well-known steamer has been fitted
throughout with Electric Light. Unrivaled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.
YIK ON S. S. CO.,
309, Des Vaux Road Central,
Hongkong, 9th July, 1904.

[1674]

NOTICES TO CONSIGNEES

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVADI,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where
each Consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 9th inst., at 4 P.M.,
will be subject to rent.
All incoming packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.
Optional goods will be landed here unless
instructions are given to the contrary before
NOON, To-day, the 3rd inst.
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd October, 1904.

[2363]

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, J. M. E. Watson,
Hainan Island 1st Oct.—Sander, Wieler
& Co.

ATHENIAN, British str., 2,440, S. Robinson, 28th
Sept.—Vancouver, B.C., 29th August and
Shanghai 25th September, General—C. P.
R. Co.

AUCHENARDEN, British str., 2,351, Robt. Bryce,
4th Oct.—Mojito 28th Sept., Coal—M. B.
Kaisha.

BORNEO, German str., 1,344, E. Muhle, 1st
October—Saidan 27th Sept., Timber
Co.—General—Moliers & Co.

CAPRI, Italian str., 2,718, G. Balisti, 5th Oct.
Bombay 17th Sept. and Singapore 20th,
Mails and General—Carlowitz & Co.

CARL MENZEL, German str., 984, Voss, 2nd
October—Hongkong 30th September, Coal
—East Asiatic Trading Co.

COURTFIELD, British str., 2,844, J. W. Martin,
Durban 6th September, Ballast—Gibb,
Livingston & Co.

DECIMA, German str., 794, Schlaikier, 27th
September—Mojito 23rd September, Coal—
Sander, Wieler & Co.

DEVAVONSE, German str., 1,058, Chr. Kumpel,
1st Oct., Rice and Timber—Butterfield &
Swire.

ELO, Norwegian str., 708, Christophersen, 30th
Sept.—Iloilo 26th September, General—
Sander, Wieler & Co.

EMPEROR OF CHINA, British str., 3,046, E.
Beetham, R.N.S., 27th Sept.—Vancouver
5th Sept. and Shanghai 24th, Mails and
General—C. P. R. Co.

GIANG BRE, Brit. h. str., 1,198, J. G. Follett,
4th Oct.—Samarang 23rd Sept., Sugar—
—Chinese.

GREENGLAUCH, British str., 1,434, W. Pontney,
5th Oct.—Singapore 29th Sept., General—
—Chinese.

HAIRUM, British str., 636, A. Robson, 4th
October—Swatow 3rd October, General—
Douglas Laiprak & Co.

JACOB FREDERICHSEN, German str., 633, B.
Olson, 28th Sept.—Pak 25th Sept. and
Hobart 28th General—Jensen & Co.

KAMPOI, French str., 900, Nona, 30th Aug.
—Newchwang 25th Aug., General—Brad-
ley & Co.

LAERTES, British str., 1,341, J. B. Jackson,
1st October—Saigon 26th September,
General—Chinese.

LILIA, British str., 1,344, E. Morris, 28th Sept.
—Saigon 23rd Sept., General—Chinese.

LOONGSUNG, British str., 1,092, G. S. Weigall,
4th October—Manila 1st October, General—
Jardine, Matheson & Co.

MADRELINE RICHARDS, German str., 1,020,
L. Gorchel, 1st October—Bangkok 21st
September, Rice—Butterfield & Swire.

MADURA, British str., 2,283, Finlay Kerr, 3rd
October—Kuching 28th Sept., Coals.
—Jardine, Matheson & Co.

MANGHURA, American steamer, 8,750, J. W.
Saunders, 4th Oct.—San Francisco 30th
August, Mails and General—Pacific Mail
S.S. Co.

MATHIEDE, German str., 678, G. Schlaikier,
5th October—Hobart 3rd Oct., General—
Jensen & Co.

MAUSANG, British str., 1,644, S. J. Payne, 24th
Sept.—Sundank 18th Sept., Timber—
Jardine, Matheson & Co.

NAMSHAN, British str., 4,035, G. Payne, 3rd
October—Calcutta via Straits Ports 17th
September, General—Jardine, Matheson
& Co.

NANSHAN, British str., 1,299, R. F. Storell, 3rd
October—Kuching 28th Sept., Coal—
M. B. Kaisha.

NIGROMEDIA, German str., 4,664, A. Wagner,
26th Sept.—Portland 1st August, Flour.
—Jardine and Asiatic S. S. Co.

PAKIAI, German str., 1,018, Demos, 5th Oct.
Bangkok 28th Sept., Rice and Wood—
Butterfield & Swire.

PAKING, British str., 2,875, G. Rodway, 23rd
Sept.—Yokohama via Ports 10th Sept.,
General—Nippon Yusen Kaisha.

REBI, British str., 1,611, R. W. Almond, 3rd
October—Manila 1st October, General—
Sheewan, Tomes & Co.

SCANDIA, German str., 3,135, F. Behrens, 5th
Oct.—Kielung 3rd October, General—
Hamburg-Amerika Linie.

SUNSHAN, British str., 1,776, W. McC. Liddell,
3rd Oct.—Samarang 23rd Sept., Sugar—
Jardine, Matheson & Co.

SULTAN VAN LANGKAT, Dutch str., 2,922,
Steger, 4th Oct.—Balek Papan 25th Sept.,
Bulk Oil—Meyer & Co.

TAIYAN, British str., 1,460, L. Dawson, 2nd
October—Melbourne and Sydney 9th
September, General—Butterfield & Swire.

TRENTON, Am. str., 946, Thos. W. Garlich,
3rd Oct.—Manila 1st Oct., General—Dod-
well & Co.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,248, John-
son, 19th July—Chefoo 25th June, Ballast.
—Order.

KENTMERE, British barque, 2,334, Burch, 14th
June—New York 26th January, Kerosene.
—Standard Oil Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.
R. M. Harbord.

CHEQUE, water tank and tug.

ESPERANZA, British gunboat, 1,070, Ernest G.
Barton.

HANDY, torpedo boat destroyer.

OTIEB, torpedo boat destroyer, Lieut. E. H.
Jellicoe.

ROSARIO, sloop, Captain Vivian.

TAKU, torpedo boat destroyer.

TAMAR, receiving ship, Commodore C. G.
Dickens.

VIRAGO, torpedo boat destroyer.

FOREIGN WARSHIPS.

GENERAL ALAVA, American transport, Captain
Whitton.

TITANIA, German cruiser, Capt. Schanke.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTTONJEE'S
KOWLOON STORE, No. 35, Elgin Road.
Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

[2363]

THE YOUNG AMERICAN CIGARS.

Connoisseurs' opinions of these Cigars:

They are delicious! soothing! unequalled in quality, flavour,
and price. Ask your tobacconist for them and do not be
put off with any other.

Sole Importers—HOLLAND-CHINA TRADING CO.

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SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, J. M. E. Watson,
Hainan Island 1st Oct.—Sander, Wieler
& Co.

ATHENIAN, British str., 2,440, S. Robinson, 28th
Sept.—Vancouver, B.C., 29th August and
Shanghai 25th September, General—C. P.
R. Co.

AUCHENARDEN, British str., 2,351, Robt. Bryce,
4th Oct.—Mojito 28th Sept., Coal—M. B.
Kaisha.

BORNEO, German str., 1,344, E. Muhle, 1st
October—Saidan 27th Sept., Timber
Co.—General—Moliers & Co.

CAPRI, Italian str., 2,718, G. Balisti, 5th Oct.
Bombay 17th Sept. and Singapore 20th,
Mails and General—Carlowitz & Co.

CARL MENZEL, German str., 984, Voss, 2nd
October—Hongkong 30th September, Coal
—East Asiatic Trading Co.

COURTFIELD, British str., 2,844, J. W. Martin,
Durban 6th September, Ballast—Gibb,
Livingston & Co.

DECIMA, German str., 794, Schlaikier, 27th
September—Mojito 23rd September, Coal—
Sander, Wieler & Co.

DEVAVONSE, German str., 1,058, Chr. Kumpel,
1st Oct., Rice and Timber—Butterfield &
Swire.

ELO, Norwegian str., 708, Christophersen, 30th
Sept.—Iloilo 26th September, General—
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EMPEROR OF CHINA, British str., 3,046, E.
Beetham, R.N.S., 27th Sept.—Vancouver
5th Sept. and Shanghai 24th, Mails and
General—C. P. R. Co.

GIANG BRE, Brit. h. str., 1,198, J. G. Follett,
4th Oct.—Samarang 23rd Sept., Sugar—
—Chinese.

GREENGLAUCH, British str., 1,434, W. Pontney,
5th Oct.—Singapore 29th Sept., General—
—Chinese.

HAIRUM, British str., 636, A. Robson, 4th
October—Swatow 3rd October, General—
Douglas Laiprak & Co.

JACOB FREDERICHSEN, German str., 633, B.
Olson, 28th Sept.—Pak 25th Sept. and
Hobart 28th General—Jensen & Co.

KAMPOI, French str., 900, Nona, 30th Aug.
—Newchwang 25th Aug., General—Brad-
ley & Co.

LAERTES, British str., 1,341, J. B. Jackson,
1st October—Saigon 26th September,
General—Chinese.

LILIA, British str., 1,344, E. Morris, 28th Sept.
—Saigon 23rd Sept., General—Chinese.

LOONGSUNG, British

POST OFFICE NOTICES.

The *Coptic*, with the American mail, left Shanghai on Tuesday, the 4th inst., at 4 p.m., and may be expected here to-day.

MAILS WILL CLOSE

FOR	PER	DATE
Macao	Wingchee	Friday, 7th, 7.00 A.M.
Canton	Paterson	Friday, 7th, 7.30 A.M.
Hongkong	Tyrr	Friday, 7th, 8.00 A.M.
Shanghai	Coromandel	Friday, 7th, 9.00 A.M.
Singapore	Scandia	Friday, 7th, 9.00 A.M.
Swatow	Haimun	Friday, 7th, 10.00 A.M.
Yokohama and Kobe	Taiwan	Friday, 7th, 11.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Tremont	Friday, 7th, 11.00 A.M.
Macao	Heungshan	Friday, 7th, 1.15 P.M.
Manila	Loansgong	Friday, 7th, 3.00 P.M.
Chingwan and Durban	Courfield	Friday, 7th, 3.00 P.M.
Kongmoon, Kunchuk, Samshui, Shihing, Takling and Wuchow	Sauai	Friday, 7th, 5.00 P.M.
Canton	Hankow	Friday, 7th, 5.00 P.M.
Namtao	Tsichuan	Friday, 7th, 5.00 P.M.
Sanbu	Hofu	Friday, 7th, 5.00 P.M.
Macao	Wingchee	Saturday, 8th, 7.00 A.M.
Canton	Hankow	Saturday, 8th, 7.30 A.M.
Manila	Loansgong	Saturday, 8th, 9.00 A.M.
Europe, &c., India via Taitoorin	Extra	Saturday, 8th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Swatow	Thales	Saturday, 8th, 1.00 P.M.
Macao	Heungshan	Saturday, 8th, 1.15 P.M.
Shanghai	Cing Bee	Saturday, 8th, 4.00 P.M.
Nagasaki	Wonging	Saturday, 8th, 4.00 P.M.
Shanghai	Auchard	Saturday, 8th, 4.00 P.M.
Kudat and Sandakan	Chopang	Saturday, 8th, 5.00 P.M.
Namtao	Mawang	Saturday, 8th, 5.00 P.M.
Sanbu	Tsichuan	Saturday, 8th, 5.00 P.M.
Swatow, Amoy and Tamsui	Wingchee	Sunday, 9th, 8.00 A.M.
Canton	Kinchun	Sunday, 9th, 9.00 A.M.
Kongmoon and Kunchuk	Tsichuan	Sunday, 9th, 9.00 A.M.
Namtao	Hofu	Sunday, 9th, 9.00 A.M.
Sanbu	Wingchee	Monday, 10th, 7.00 A.M.
Macao	Heungshan	Monday, 10th, 1.15 P.M.
Kongmoon, Kunchuk, Samshui, Shihing, Takling and Wuchow	Hongkong	Monday, 10th, 5.00 P.M.
Macao, Shanghai, Nagasaki, Kobe, Yokohama, B.C., Honolulu and San Francisco	Manchuria	Monday, 10th, 5.00 P.M.
Namtao	Tsichuan	Monday, 10th, 5.00 P.M.
Sanbu	Hofu	Monday, 10th, 5.00 P.M.
Macao	Wingchee	Tuesday, 11th, 7.00 A.M.
Shanghai and Chemulpo	Heungshan	Tuesday, 11th, 1.15 P.M.
Singapore, Penang and Calcutta	Lianou	Tuesday, 11th, 2.00 P.M.
Tientsin	Namang	Tuesday, 11th, 2.00 P.M.
Amoy, Macao, Cebu and Hilo	Wonging	Tuesday, 11th, 3.00 P.M.
Manila	Sungking	Tuesday, 11th, 4.00 P.M.
Namtao	Tsichuan	Tuesday, 11th, 5.00 P.M.
Sanbu	Hofu	Tuesday, 11th, 5.00 P.M.
Kongmoon and Kunchuk	Tsichuan	Tuesday, 11th, 5.00 P.M.
Macao	Wingchee	Wednesday, 12th, 7.00 A.M.
Kudat and Sandakan	Borneo	Wednesday, 12th, 8.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Athenien	Wednesday, 12th, 10.00 A.M.
Europe, &c., India via Taitoorin	Extra	Wednesday, 12th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra)		
(Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

TO-MORROW.
Half-yearly Meeting of the Hongkong Jockey Club, City Hall, 12.15 p.m.
Sale, Japanese Curries, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.
Fourth Meeting of the Hongkong Gymkhana Club, Happy Valley.
Entertainment, Catholic Union, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—	1.10
Telegraphic Transfer	1.10
Bank Bills, on demand	1.10
Bank Bills, at 30 days sight	1.10
Bank Bills, at 60 days sight	1.10
Credit, at 4 months sight	1.10
Documentary Bills, 4 months sight	1.10
ON PARIS.—	231
Bank Bills, on demand	231
Credit, at 4 months sight	231
ON GERMANY.—	187
On demand	187
ON NEW YORK.—	44
Bank Bills, on demand	44
Credit, 60 days sight	44
ON BOMBAY.—	137
Telegraphic Transfer	137
Bank, on demand	137
ON CALCUTTA.—	137
Telegraphic Transfer	137
Bank, on demand	137
ON SHANGHAI.—	713
Bank, at sight	713
Private, 30 days	713
ON YOKOHAMA.—	903
On demand	903
ON MANILA.—	903
On demand	903
ON SINGAPORE.—	51 p.m.
On demand	51 p.m.
ON BATAVIA.—	110
On demand	110
ON HONGKONG.—	14 p.m.
On demand	14 p.m.
ON SAIGON.—	1 p.m.
On demand	1 p.m.
ON BANGKOK.—	62
On demand	62
SOVEREIGNS, Bank's Buying Rate	\$10.85
GOLD LEAF, 100 fine, per oz.	\$57
BAR SILVER, per oz.	263

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & C. steamer *Coptic* left Shanghai for this port on Tuesday, the 4th Oct., at 4 p.m., and is due here this morning.

THE GERMANY MAIL.
The I.G.M. steamer *Sachsen* left Kobe via Nagasaki and Shanghai on Monday, the 3rd Oct., at 7 p.m., and may be expected here on Tuesday, the 11th Oct.

THE CANADIAN MAIL.
The I.G.M. steamer *Princess Alice* left Colombo on Saturday, the 1st Oct., p.m., and may be expected here on Wednesday, the 12th Oct.

THE AUSTRALIAN MAIL.
The C.P.R. steamer *Empress of India* left Vancouver on Monday, the 3rd Oct., p.m., for Hongkong via the usual ports of call.

THE C.M. steamer *Kaituma* left Singapore for this port on the 3rd Oct., and is expected here on the 9th Oct.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 5th Oct., a.m.

The O.E.S. steamer *Orangie*, from Pacific and Japan, is due to leave Nagasaki on the 7th Oct.

The Ben Line steamer *Benadir*, from Antwerp and London, left Singapore for this port on the 6th Oct.

The Indo-China steamer *Kamsang* left Calcutta for this port via the Straits on the 4th Oct., and may be expected here on the 20th Oct.

The Boston Towboat Co.'s steamer *Lyra* arrived at Yokohama on the 28th Sept.

The Barber Line steamer *Shimoda* left New York on the 14th August.

JOINT STOCK SHARES.

Hongkong, 6th October.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$450, sales & buy. 1/40n, 457.
Nat'l. Bank of China	28	\$39, buyers
A. Shaws	29	\$39, buyers
Poun. Shares.	21	\$40, buyers
Sell's Asbestos E. A.	12s. 6d.	\$10, buyers
Campbell, Moore & Co.	61	\$37, buyers
China-Borneo Co., Ltd.	112	\$11, buyers
China Light and	\$10	\$10, sales
Power Co., Ltd.	\$10	\$10, buyers
China Prov. L. & M.	100	\$24, sellers
China Sugar		
Cigar Companies—		
Alhambra, Ltd.	\$50	\$150, sellers
Philippine Co., Ltd.	\$1	\$4, sellers
Cotton Mills—		
Kwo.	11s. 50	\$11, sellers
International	11s. 75	\$11, sellers
Laoa Kang Mow	11s. 100	\$11, sellers
Soychoe	11s. 50	\$11, sellers
Hongkong	\$10	\$11, sellers
Dairy Farm	\$8	\$2, buyers
Feawick & Co., Geo.	\$25	\$47, sellers
Green Island Cement	\$10	\$31, buyers
Longkong & C. Gas.	210	\$100, buyers
Hongkong Electric	\$10	\$15, buyers
H. H. L. Tramways	\$5	\$91, sellers
St. Steam Water	\$100	\$100, buyers
boat Co. Ltd.	10	\$22, buyers
Hongkong Hotel	\$50	\$186, sellers
Hongkong Ice	\$25	\$250, buyers
d. & K. Wharf & G.	\$50	\$13, buyers
Hongkong Rope	\$50	\$140, sellers
d. & W. Dock	\$50	\$225, buyers
Insurance—		
Canton	\$40	\$50, buyers
China Fire	\$30	\$87, sales & buy.
China Traders	\$25	\$81, sellers
Hongkong Fire	\$25	\$82, sales
North China	45	\$12, buyers
Union	\$130	\$10, buyers
Yangtze	160	\$140, buyers
Land and Building—		
Hongkong Land Ltd.	\$100	\$150, sellers
H. H. L. Land	\$10	\$12, buyers
Kowloon Land & B.	\$24	\$30, buyers
West Point Building	\$1	\$40, sales
Shanghai Land	\$50	\$113, buyers
Luzon Sugar	\$100	\$6, sellers
Shipping—		
Charbonnages	£250	\$400, buyers
Mauns	13/10	\$74, sellers
New Amoy Dock	\$84	\$74, sellers
Powell, Ltd.	\$10	\$14, ex div., sales
Steamship Coys.		
China and Manila	\$30	\$34, sellers
China, Siam and	\$30	\$32, ex div., sales
H. Canton and M.	\$30	\$32, sales & buy.
Indo-China S. N.	\$15	\$132, buyers
Shel. Transport &	21	\$25, buyers
Trading Co.		
Star Ferry	\$10	\$41, sellers
S. C. E. Boyd & Co., Ltd.	\$5	\$31, sellers
S. & H. Dyeing & C.	\$50	\$50, buyers
S. China Morning Post	\$2	\$19, buyers
Tokyo Printing Co.	\$5	\$1, buyers
United Assurance	\$4	\$9, buyers
Do.	\$10	\$150, buyers
Watkins, Ltd.	\$10	\$91, buyers
Watson & Co.	\$5	\$34, ex. new issue
Steam Laundry Co., Ltd.	\$5	\$7, sellers (buy. \$5, buyers)

VEENON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From 7th to the 13th October.

Hour.	High Water.	Low Water.
7th	7.15	1.15
8th	8.15	2.15
9th	9.15	3.15
10th	10.15	4.15
11th	11.15	5.15
12th	12.15	6.15
13th	1.15	7.15

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory 6th October.

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather	Rain
29.92	80	80	N	1	b	0
29.92	80	80	N	1	b	0
29.92	80	80	N	1	b	0

Highest open air Temperature on 5th 84 83

Lowest open air Temperature on 5th 73 74

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

On and after 1st October, 1904.

Previous Day	On Date at 4 p.m.	On Date at 4 p.m.
29.92	30.07	3.10
29.92	30.07	3.10
29.92	30.07	3.10

Highest open air Temperature on 5th 84 83

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Lowest open air Temperature on 5th 73 74

VISITORS AT HOTELS.

Hongkong, 6th October.

Mr. M. Asensio	Dr. S. B. Keung
Mr. A. H. Bury	Mr. A. Kopp
Mr. & Mrs. J. L. Barrett	Mrs. F. O. Lebo
Mr. Bartlett	Mr. A. R. Lewis
Mr. F. Bauer	Mr. D. Macdonald
Mr. E. B. Beattie	Mr. O. Gordon Mackie
Mr. & Mrs. J. E. Bing-	Dr. O. Marriott
ham and child	Mr. T. S. Moan
Mr. E. J. Birbeck	Mr. & Mrs. B. Meikle
Miss Biney	Mr. P. J. Miller
Mr. & Mrs. Biney	Miss Milton
Mr. W. S. Bissell	Mr. & Mrs. E. M. Moon
Mr. B. K. Blair	Mr. A. G. Newington
Dr. B. D. Hogan	Dr. E. K. Overend
Mr. E. A. Bonner	Mr. & Mrs. L. Parry
Mr. A. C. Boughton	Mrs. J. A. Patten
Mr. T. M. Boyer	Mr. & Mrs. T. L. Perkins
Mr. P. A. Briggs	Mr. E. P. Gough
Mr. L. Brownhall	Mr. A. H. Pollard
Mr. J. L. Buckley	Mr. W. T. Paudelph
Mr. E. V. Carey	Mr. & Mrs. F. O. Kannev
Mr. M. Chifflet	Mr. F. Rayner
Mr. W. G. Clark	Dr. L. R. Noel
Mr. T. Clark	Mr. P. F. Rice
Mr. F. T. Olson	Mr. & Mrs. Robinson
Mr. G. Cunningham	Mr. W. Sand
Mr. W. E. Cusack	Mr. G. B. Sayer
Mr. & Mrs. H. L. Daniels	Mr. M. T. D. Sayle
Mrs. J. O. Davies	Mr. and Mrs. J. G. Scott
Mr. F. B. Deacon	and infant
Mr. G. Dea	Mr. C. Skott
Capt. & Mrs. J. Douglas	Mr. Geo. Somerville
Capt. T. C. Downing	Mr. C. H. Soper
Mr. A. Emerson	Mr. A. J. Sorn
Mr. G. G. Fisher	Mr. W. M. Stewart
Mrs. Follett	Mr. G. C. Sweet
Dr. A. F. Fox-ter	Mr. C. B. Thomas
Dr. W. P. Freeman	Mr. O. V. Thomas
Mr. C. Glover	Mr. W. D. Trimball
Mr. P. D. H. Grant	Mr. S. S. Vaughan
Mr. W. H. Grant	Mr. S. V. Vickers
Mr. H. C. Gray	Mr. F. V. V. Jr.
Mrs. H. H. Gray	Mr. L. Vainwright
Dr. D. E. Hahn	Mr. J. L. Wemyss
Capt. T. A. Hall	Mr. Whitton, child and
Mr. J. Harman	infant
Mr. H. Harding	Mr. Philip Wolf
Mr. H. K. Hennes	Mr. and Mrs. C. E.
Mr. P. H. Hennes	Woolmer
Mr. A. H. Hills	Mr. and Mrs. Gordon
Dr. E. J. Howley	Wright
Mr. F. J. Kelly	Mr. B. Wyndham
Mr. E. J. Johnson	Dr. A. D. Zanetti
Mr. E. A. Katsch	

PEARL HOTEL.

Mr. K. Barel	Mr. & Mrs. Herbert
Mr. M. P. Beattie	Mexon
Mr. J. M. Beattie	Consul E. Muelle
Mr. J. Beattie	Mr. E. G. Ollis
Mr. J. Beattie	Mr. O. Ollis
Major Gordon, A.P.D.	Mr. J. Ollis
Mrs. Gordon	Mr. J. Ollis
Mr. & Mrs. W. Black	Mr. H. E. Pollock, K.C.
Mr. & Mrs. M. Bouchier	Mr. N. Post
Col. E. L. Brown	Mr. S. J. Powell
Mr. A. Chapman	Mrs. Sawyer
Major A. A. Chichester	Mr. J. A. Chichester
Mr. A. A. Chichester	Mr. and Mrs. Smith
Mr. W. H. Donald	Mr. and Mrs. Smith
Mr. W. O. Dwyer	Mr. W. O. Dwyer
Major French	Mr. W. O. Dwyer
Mr. A. D. Galloway	Mr. Stokes
Mr. A. R. Grant	Mr. Stoppa
Mr. and Mrs. A. G. Grant	Mr. and Mrs. W. Thom-
Mr. A. E. Hanson	son
Mr. Holborn	Capt. & Mrs. Watkins
Mr. D. H. H. Jones	Comdr. & Mrs. Watson
Mrs. H. C. Joseph	Mr. & Mrs. M. Watson
Major Joseph	and child
Mr. Laing	Mr. S. T. Waborn
Mr. & Mrs. J. McDonald	Dr. & Mrs. M. J. White
Mr. B. Martin	Mr. Williams
Major Mouss	Mr. & Mrs. C. C. Yates

KING EDWARD HOTEL.

Mr. & Mrs. Brodoun	Mr. J. C. Logan
Mr. & Mrs. Caldwell	Mr. T. H. Long
U.S.A.	Mr. V. Lagobi
Mr. D. C. Caselli	Mr. A. L. Miller
Capt. J. M. Crocker	Mr. Alfred J. May
Mr. F. H. Hamblin	Mr. J. A. May
Mrs. F. H. Hamblin	Mr. R. S. Macre
Mr. Thos. A. Hamner	Capt. F. L. J. Parker,
Mr. Jackson and child	U.S.A.
Capt. G. Jackson	Lieut. and Mr. Pike
Mr. J. Watt Jackson	Mr. J. Watt Jackson
Consul and Mrs. Gas-	Mr. O. Stueger
ton Kahn	Mr. and Mrs. Stevenson
Mr. F. Kiene	Mrs. Max de Reulach
Mrs. F. Kiene	Werth
	Mr. A. Wortmann

CARLTON HOUSE.

Dr. Chalmers	Mr. Jackson
Mr. J. S. Chapman	Mr. H. H. Kempf
Mr. H. S. Cheverton	Mr. J. Leth
Mr. E. E. Banks	Mrs. G. Chorn
Mr. P. O. Day	Mr. & Mrs. Von Shuster
Mr. E. A. Eady	Mr. A. J. Skinn
Mr. W. J. Hobbs	Mr. P. Wehrs
Mr. T. Helms	Mr. F. C. Zehrmann
Mr. E. B. Helms	